

### § 460.3

a State include the Secretary of the Interior.

#### § 460.3 Procedures.

(a) *General requirements.* 23 U.S.C. 402(c) provides that funds authorized to carry out section 402 shall be apportioned according to a formula based on population and public road mileage of each State. Public road mileage shall be determined as of the end of the calendar year preceding the year in which the funds are apportioned and shall be certified to by the Governor of the State or his designee and subject to the approval of the Federal Highway Administrator.

(b) *State public road mileage.* Each State must annually submit a certification of public road mileage within the State to the Federal Highway Administration Division Administrator by the date specified by the Division Administrator. Public road mileage on Indian reservations within the State shall be identified and included in the State mileage and in computing the State's apportionment.

(c) *Indian reservation public road mileage.* The Secretary of the Interior or his designee will submit a certification of public road mileage within Indian reservations to the Federal Highway Administrator by June 1 of each year.

(d) *Action by the Federal Highway Administrator.* (1) The certification of Indian reservation public road mileage, and the State certifications of public road mileage together with comments thereon, will be reviewed by the Federal Highway Administrator. He will make a final determination of the public road mileage to be used as the basis for apportionment of funds under 23 U.S.C. 402(c). In any instance in which the Administrator's final determination differs from the public road mileage certified by a State or the Secretary of the Interior, the Administrator will advise the State or the Secretary of the Interior of his final determination and the reasons therefor.

(2) If a State fails to submit a certification of public road mileage as required by this part, the Federal Highway Administrator may make a determination of the State's public road mileage for the purpose of apportioning funds under 23 U.S.C. 402(c). The

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State's public road mileage determined by the Administrator under this subparagraph may not exceed 90 percent of the State's public road mileage utilized in determining the most recent apportionment of funds under 23 U.S.C. 402(c).

## PART 470—HIGHWAY SYSTEMS

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#### Subparts B-C [Reserved]

### Subpart A—Federal-Aid Highway Systems

AUTHORITY: 23 U.S.C. 103(b)(2), 103(c)(2), 103(d)(2), 103(e)(1), 103(e)(3), 103(f), and 315; 49 CFR 1.48(b)(2) and (b)(35), unless otherwise noted.

SOURCE: 40 FR 42344, Sept. 12, 1975, unless otherwise noted. Redesignated at 41 FR 51396, Nov. 22, 1976.

#### § 470.101 Purpose.

This regulation sets forth policies and procedures relating to the designation of the National System of Interstate and Defense Highways, the Federal-aid primary system, the Federal-aid secondary system, and the Federal-aid urban system after June 30, 1976.

#### § 470.103 Definitions.

(a) Except as otherwise provided herein, terms defined 23 U.S.C. 101(a) are used in this regulation as so defined.

(b) As used herein:

(1) *Urban area* means an urbanized area, or in the case of an urbanized

area encompassing more than one State, that part of the urbanized area in each such State, or an urban place as designated by the Bureau of the Census having a population of 5,000 or more and not within any urbanized area, within boundaries to be fixed by responsible State and local officials in cooperation with each other. Such boundaries shall, as a minimum, encompass the entire urban place designated by the Bureau of the Census.

(2) *Rural area* means all areas of a State not included in the boundaries of urban areas.

(3) *Public road* means any road under the jurisdiction of and maintained by a public authority and open to public travel.

(4) *Rural arterial routes* means those public roads that are functionally classified as a part of the rural principal arterial system or the rural minor arterial system as described in volume 20, appendix 12, Highway Planning Program Manual.<sup>1</sup>

(5) *Rural major collector routes* means those public roads that are functionally classified as a part of the major collector subclassification of the rural collector system as described in volume 20, appendix 12, Highway Planning Program Manual.

(6) *Urban arterial routes* means those public roads that are functionally classified as a part of the urban principal arterial system or the urban minor arterial system as described in volume 20, appendix 12, Highway Planning Program Manual.

(7) *Urban collector routes* means those public roads that are functionally classified as a part of the urban collector system as described in volume 20, appendix 12, Highway Planning Program Manual.

(8) *Appropriate local officials* means: (i) In urbanized areas, principal elected officials of general purpose local governments acting through the Metropolitan Planning Organization designated by the Governor, or (ii) in rural areas and urban areas not within any urbanized area, principal elected officials of general purpose local governments.

(9) For purposes of the above definition, the term *Governor* includes the Mayor of the District of Columbia; and the term *Metropolitan Planning Organization* means that organization designated by the Governor as being responsible, together with the State, for carrying out the provisions of 23 U.S.C. 134, as required by 23 U.S.C. 104(f)(3), and capable of meeting the requirements of 49 U.S.C. 1602(a)(2) and (e)(1), 49 U.S.C. 1603(a), and 49 U.S.C. 1604(g)(1) and 1604(i). This organization is the forum for cooperative decisionmaking by principal elected officials of general purpose local governments.

(10) *Control area* as it pertains to the Interstate System, means a metropolitan area, city or industrial center, a topographic feature such as a major mountain pass, a favorable location for a major river crossing, a road hub which would result in material traffic increments on the Interstate route, a place on the boundary between two States agreed to by the States concerned, or other similar point of significance.

#### § 470.105 System classification.

(a) The National System of Interstate and Defense Highways shall consist of routes of highest importance to the Nation, which connect as direct as practicable the principal metropolitan areas, cities, and industrial centers, including important routes into, through, and around urban areas, serve the national defense and, to the greatest extent possible, connect at suitable border points with routes of continental importance in Canada and Mexico.

(b) The Federal-aid primary system shall consist of an adequate system of connected main roads important to interstate, statewide, and regional travel, consisting of rural arterial routes and their extensions into or through urban areas.

(c) The Federal-aid secondary system shall consist of rural major collector routes.

(d) The Federal-aid urban system shall consist of arterial routes and collector routes, exclusive of urban extensions of the Federal-aid primary system.

<sup>1</sup>The Highway Planning Program Manual is available for inspection and copying as prescribed in 49 CFR part 7, appendix D.

**§ 470.107 General procedures.**

(a) *Area classification.* (1) All areas of a State shall be classified as either rural or urban in accordance with the definitions in § 470.103(b) (1) and (2) of this regulation.

(2) Urban area boundaries shall be established in accordance with Volume 4, Chapter 6, Section 3 of the Federal-Aid Highway Program Manual.<sup>2</sup>

(b) *Functional classification.* (1) The routes of the Federal-aid primary, secondary, and urban system shall be designated on the basis of their anticipated functional usage.

(2) The State highway agency shall have the primary responsibility for initially developing and periodically updating a statewide highway functional classification to determine anticipated functional usage. The State shall cooperate with appropriate local officials, or appropriate Federal agency in the case of areas under Federal jurisdiction, in developing and updating the functional classification.

(3) The results of the functional classification shall be submitted to the Federal Highway Administration (FHWA) for approval and when approved shall serve as an official document for designation of Federal-aid systems. The State highway agency's submittal shall include highway maps showing the functional systems, statistics regarding the mileage extent of the functional systems, and a statement that the functional classification was developed in cooperation with appropriate local officials or appropriate Federal agency in the case of areas under Federal jurisdiction.

(c) *Designation of Federal-aid systems.* (1) The routes of the Interstate System to the greatest extent possible, shall be designated by the State highway agency or by joint action of the State highway agencies where the routes involve State-line connections. Interstate routes may be designated in both rural and urban areas.

(2) The routes of the Federal-aid primary system shall be designated by each State acting through its State highway agency. Federal-aid primary

routes may be designated in both rural and urban areas.

(3) The routes of the Federal-aid secondary system shall be designated by each State acting through its State highway agency and appropriate local officials in cooperation with each other. No Federal-aid secondary route shall be designated in urban areas.

(4) The routes of the Federal-aid urban system shall be designated by appropriate local officials with the concurrence of the State highway agencies. The Federal-aid urban systems shall be designated in each urbanized area and such other urban areas as the State highway agency may designate. No Federal-aid urban system route shall be designated in rural areas.

(5) In urbanized areas, the designation of Federal-aid routes shall be in accordance with the planning process required pursuant to the provisions of 23 U.S.C. 134(a).

(6) In areas under Federal jurisdiction, the designation of Federal-aid routes shall be coordinated with the appropriate Federal agency.

(7) The modification or revision of Federal-aid systems shall be carried out in accordance with the above provisions for the designation of Federal-aid systems.

(d) *Extent of systems.* (1) The Interstate System shall not exceed 42,500 miles under the statutory provisions of 23 U.S.C. 103(e)(1) and 103(e)(3).<sup>3</sup>

(2) The Federal-aid primary, secondary, and urban systems do not have a statutory limit on designated mileage, but these systems are limited in extent to the functional arterial and collector routes prescribed in § 470.105 (b), (c), and (d) of this regulation.

(e) *Designation of partial systems.* Although the State highway agencies and appropriate local officials are encouraged to designate all routes eligible for Federal-aid system designation in the approved statewide functional classification, all of the eligible functional routes need not be designated as a part of the Federal-aid systems. Where this is the case, the designation of eligible

<sup>2</sup> The Federal-Aid Highway Program Manual is available for inspection and copying as prescribed in 49 CFR part 7, appendix D.

<sup>3</sup> Although not included in this regulation, limited additions to the 42,500-mile Interstate System are permitted under the provisions of 23 U.S.C. 103(e)(2) and 139 (a) and (b).

functional routes should adhere to the following principles:

(1) In each system, routes should be designated on the basis of a planned connected system as specified in § 470.107(f).

(2) System mileage should be distributed on a reasonable and fair basis within the geographic area the system is designed to serve.

(f) *Integration of systems.* All Federal-aid systems shall be properly integrated with each Federal-aid route connected to another Federal-aid route.

(1) Interstate routes should connect to other Interstate routes at each end with the exception of Interstate routes that connect with continental routes at international boundaries or terminate in urban areas that are not served by another Interstate route. In the latter case, the terminus of the Interstate route should connect to routes of the Federal-aid primary or urban systems.

(2) Interstate spur routes may be justified in some instances such as connections to major cities, transportation terminals, defense centers, and industrial centers not directly served by the Interstate through routes. Interstate spur routes may connect to routes of the Federal-aid primary and urban systems.

(3) Federal-aid primary routes should connect at each end to routes of the Federal-aid Interstate or primary systems with the exception of routes that connect at international boundaries or terminate in urban areas. In the latter case, the terminus of the Federal-aid primary route may also connect to routes of the Federal-aid urban system.

(4) Federal-aid primary spur routes may be justified in some instances such as connections to important cities, transportation terminals, defense centers, industrial centers, and recreational areas not directly served by the Federal-aid primary through route. Federal-aid primary spur routes may connect to routes of the Federal-aid secondary and urban systems.

(5) Where feasible, Federal-aid secondary routes should connect at each end to routes of the Federal-aid Interstate, primary, secondary, or urban systems.

(6) Federal-aid secondary routes should connect to other secondary

routes at State and county lines except in unusual circumstances where to do so may penalize or impose a hardship on a State or county.

(7) Federal-aid secondary stub routes are permissible as routes reach outward from other Federal-aid routes to serve traffic generators of intracounty importance.

(8) Where feasible, Federal-aid urban system routes should connect at each end to routes of the Federal-aid Interstate, primary, secondary, or urban systems.

(9) Stub routes on the Federal-aid urban systems are permissible at urban area boundaries and as Federal-aid urban system routes reach out from other Federal-aid routes to directly serve major centers of urban activity as well as local traffic generators such as residential neighborhoods, transportation terminals, and commercial and industrial areas.

(10) Individual routes or clusters of routes in widely separated or remote areas of a State (as in Alaska), and on offshore islands, are permissible without connections to other segments of the system if the routes are otherwise justified.

(g) *Federal-aid route numbers.* A route number shall be assigned to each Federal-aid route. The route number shall not exceed four digits, but it may contain less than four digits.

(h) *Federal-aid system maps.* (1) All Federal-aid systems shall be delineated on county and urban areas maps.

(2) Each Federal-aid system shall be identified on the maps by different map symbol, and each Federal-aid route shall be identified by route number.

(23 U.S.C. 315; 49 CFR 1.48(b))

[40 FR 42344, Sept. 12, 1975. Redesignated at 41 FR 51396, Nov. 22, 1976, and amended at 43 FR 38384, Aug. 28, 1978]

#### § 470.109 Specific systems procedures.

(a) *Interstate system.* (1) Proposals for system actions on the Interstate System shall include a route description as illustrated in appendix A.

(2) Proposals shall include a Federal-aid system map or maps, as prescribed in § 470.107(h) with the control areas and the affected Interstate routes marked thereon.

(3) Proposals should include a statement justifying control areas, a statement indicating agreement with adjoining States on State-line connections, and a statement providing total route mileage classified by rural and urban.

(4) Existing documentation in effect on June 30, 1976, for the Interstate System will remain effective on and after July 1, 1976. Proposals for system actions on the Interstate System after June 30, 1976, will be in accordance with the provisions of this regulation.

(b) *Federal-aid primary system.* (1) Proposals for system actions on the Federal-aid primary system shall include a brief route description and related information as illustrated in appendix B.

(2) Proposals shall include a Federal-aid system map or maps as prescribed in § 470.107(h).

(3) All routes on the Interstate System are a part of the Federal-aid primary system.

(c) *Federal-aid secondary system.* (1) Proposals for the Federal-aid secondary system shall include a brief route description and related information as illustrated in appendix B.

(2) Proposals shall include a Federal-aid system map or maps as prescribed in § 470.107(h).

(d) *Federal-aid urban system.* (1) Proposals for the Federal-aid urban system shall include a table listing each route by number, name, termini, and related information as illustrated in appendix C.

(2) Proposals for the Federal-aid urban system shall include a Federal-aid system map or maps, as prescribed in § 470.107(h) with the urban area boundaries delineated thereon.

(23 U.S.C. 315; 49 CFR 1.48(b))

[40 FR 42344, Sept. 12, 1975. Redesignated at 41 FR 51396, Nov. 22, 1976, as amended at 43 FR 38384, Aug. 28, 1978]

#### **§ 470.111 Reclassifications, deletions, and reinstatements.**

(a) The reclassification and redesignation of a Federal-aid highway route from one Federal-aid system to another Federal-aid system shall not relieve the State of its obligation to the Federal Government to maintain portions thereof constructed as Federal-aid projects or of any other obligation

included in project agreements executed for Federal-aid projects on portions of that route. When controlled access Federal-aid primary routes are transferred to the Federal-aid secondary system, all access control features should be retained in force unless a request by the State to the contrary is approved by the FHWA.

(b) Federal Highway Administration approval of a deletion of a route from any Federal-aid system, without reclassification and redesignation to another Federal-aid system, shall relieve the State of its obligation to the Federal Government to maintain portions thereof constructed as Federal-aid projects with the exception of defense access-road projects constructed under the provisions of Volume 6, Chapter 9, Section 5 of the Federal-Aid Highway Program Manual. Such deletion shall also relieve the State of any other obligations included in project agreements executed for Federal-aid projects on portions of the deleted route.

(c) Requests for reinstatement of routes previously deleted from any Federal-aid system shall be approved by FHWA only when the State expressly agrees to resume its obligation for the maintenance of any portion of the route previously constructed as a Federal-aid project. Resumption of any other obligations included in project agreements executed for Federal-aid projects on the route being considered for reinstatement shall be mutually agreed to by the State and the FHWA.

#### **§ 470.113 Proposals for system actions.**

(a) The State highway agencies shall have the responsibility for proposing to the Federal Highway Administration all official actions regarding the designation, modification, or revision of Federal-aid highway systems.

(b) In justification of a proposed system action, the State highway agency shall include a statement that the proposed system action is in conformance with: (1) The system classification, general procedures, and specific procedures of this regulation; (2) the requirements for participation with appropriate local officials; and (3) in urbanized areas the planning process required pursuant to the provisions of 23 U.S.C. 134(a).

## Federal Highway Administration, DOT

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**§ 470.115 Approval authority.**

(a) The Federal Highway Administrator will approve system actions involving the designation, modification, or revision of the Interstate System including control areas and route numbers.

(b) The Federal Highway Administration's Division Administrator will approve the statewide functional classification and system actions involving the designation, modification, and revision of the Federal-aid primary, secondary, and urban systems.

**§ 470.117 Realignment schedule.**

The effective date for realignment of the Federal-aid primary, secondary, and urban systems shall be July 1, 1976.

## APPENDICES TO SUBPART A

## APPENDIX A—FLORIDA

[National system of interstate and defense highways]

FAI Route No.	Description
10 .....	From the Florida-Alabama State line northwest of Pensacola via vicinity of Pensacola, Marianna, Tallahassee, and Lake City to FAI Route 95 in Jacksonville.
95 .....	From Miami via vicinity of West Palm Beach, Daytona Beach, and Jacksonville to Florida-Georgia State line north of Jacksonville.
110 .....	From FAI Route 10 north of Pensacola southerly into Pensacola.

NOTE: Mileage data are not to be shown on this form.

## APPENDIX B—PRIMARY FEDERAL-AID SYSTEM

[State: Alpha]

Route Number		Route description and termini	County	Mileage <sup>1</sup>			
Fed. aid	State or local			Rural	Urban-ized	Small urban	Total
1	S.R.1 .....	From the California-Nevada State line southwest of Verdi via Reno, Fernley, Lovelock, Winnemucca, Battle Mountain, Elko, and Wells to the Nevada-Utah State line at Wendover, Utah, with a spur from FAP Route 1 southerly along 17th St. to FAS Route 705 (Glendale Rd.) in Sparks. Approved Jan. 1, 1964, revised Dec. 7, 1964.	Washoe ..... Storey ..... Lyon ..... Churchill .... Pershing .... Humboldt .... Lander ..... Eureka ..... Elko .....	41.5 .2 16.3 27.7 75.0 61.3 26.8 26.4 131.3	5.4 ..... ..... ..... ..... ..... ..... ..... 3.2	..... ..... ..... ..... ..... ..... ..... ..... .....	46.9 .2 16.3 27.7 75.0 61.3 26.8 26.4 134.5
			Total .....	406.5	5.4	3.2	415.1
2	C.R. and State Routes 2, 2a, 3, 19, and 24.	From the California-Nevada State line southwest of Glenbrook via Carson City, Dayton, Leeteville, Fallon, Austin, Eureka, and Ely to a junction with FA Route 1 near Wendover, Utah. Approved Jan. 1, 1964, revised July 27, 1967.	Churchill .... Douglas ..... Elko ..... Eureka ..... Lander ..... Lyon ..... Ormsby ..... White Pine ..	104.8 15.3 53.2 47.4 59.0 35.3 14.4 132.7	..... ..... ..... ..... ..... ..... 2.0 .....	..... ..... ..... ..... ..... ..... ..... .....	104.8 15.3 53.2 47. 59.0 35.3 16.4 132.7
			Total .....	462.1	.....	2.0	464.1
3	S.R. 3, 1, 70 and local road.	From the California-Nevada State line at Topez Lake via Minden to a point on FA Route 2 south of Carson City via Reno to the Nevada-California State line northwest of Reno, with a spur in Reno from FAM Route 3 via East Plumb Lane to the Reno Municipal Airport. Approved Jan. 1, 1964, revised Aug. 25, 1965.	Douglas ..... Ormsby ..... Washoe .....	34.1 3.4 34.2	..... ..... 6.9	..... 9.8 .....	34.1 4.2 41.1
			Total .....	71.7	6.9	0.8	79.4

<sup>1</sup>For routes extending into or through 2 or more counties, show the mileage separately for each county. Show grand total for the system on last sheet.

## APPENDIX C—URBANIZED FEDERAL-AID URBAN SYSTEM

[State: Alpha. Urban Area: Beta.]

Rte. No.	Street name	Termini		County	Mileage <sup>1</sup>	Map No. <sup>2</sup>
		From	To			
7875	Meridian St .....	Troy Ave. (S–141) .....	Maryland St. (U–6399)	Marion ..	3.3	4
7878	86th St., 82d St., and Shadeland Ave.	Zionville Rd., (S–224), I–65, and 56th St.	I–465 and 56th St. Interchange.	do .....	1.1	4
A879	Fall Creek Parkway, East Dr. and 10th St.	White River Parkway, West Dr. (U–6393)	Shadeland Ave. (U–6234).	do .....	3.2	4
A999	Stop 11 Rd., Connection to Southport Rd. and Shelbyville Rd.	Southport Rd. (S–150) .....	Franklin Rd. (S–149) ...	do .....	.2	6
2010	State Rd. 37 .....	38th St. (F–3) .....	I–465 .....	Dover ....	1.7	5
7554	CBD GRID .....			Marion ..	2.0	5, 6
	Laurel St .....	North Harbor Dr .....	6th Ave .....	do .....	.6	1
	Hawthorn St .....	I–5 .....	6th Ave .....		.6	
	Grape St .....	I–5 .....	6th Ave .....		.6	
	Ash St .....	North Harbor Dr .....	10th St .....		.9	
	A St .....	Bettner Blvd .....	Park Blvd .....		.9	
	B St .....	4th St .....	18th St .....		1.7	
	C St .....	Front St .....	18th St .....		.8	
	F St .....	Pacific Highway .....	18th St .....		.9	
	G St .....	Pacific Highway .....	18th St .....		.9	
	Front St .....	Market St .....	18th St .....		1.3	
	Bettner St .....	A St .....	Ash St .....		.4	
	12th St .....	Market St .....	East St .....		.9	

<sup>1</sup>If route extends into more than 1 county, show mileage separately for each county. Show sum of route mileage on the last sheet for the urban area.

<sup>2</sup>For an urban area requiring 2 or more maps, show the map number(s) on which the route is located.

## Subparts B–C [Reserved]

## Subpart A—General

## PART 476—INTERSTATE HIGHWAY SYSTEM

## § 476.2 Definitions.

## Subpart A—General

Sec.

476.2 Definitions.

## Subparts B–C [Reserved]

## Subpart D—Withdrawal of Interstate Segments and Substitution of Public Mass Transit or Highway Projects or Both

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AUTHORITY: 23 U.S.C. 103(e)(2), 103(e)(4), 103(g), 103(h) and 315; 49 CFR 1.48(b) and 1.50(f).

(a) Except as otherwise provided, terms defined in 23 U.S.C. 101(a) are used in this part as so defined.

(b) The following terms, where used in the regulations in this part, have the following meaning:

(1) *Base cost year* for the latest Interstate System cost estimate approved by Congress shall be the calendar year specified in the Interstate Cost Estimate Manual<sup>1</sup> for that estimate. For example, the base cost year for the 1972 estimate is 1970.

(2) *Concurrence* means written agreement which is currently binding on the concurring party and which addresses the specific proposal being submitted for approval.

<sup>1</sup>The "Instructional Manual for the Preparation and Submission of the (Year) Estimate of the Cost of Completing the Interstate System in Accordance with section 104(b)(5) of title 23 U.S.C., Highways," published by the Federal Highway Administration, U.S. Department of Transportation, is available for inspection and copying as prescribed in 49 CFR part 7, appendix D.